

Flightfax

ARMY AVIATION
RISK-MANAGEMENT
INFORMATION

DECEMBER 2001 ♦ VOL 29 ♦ NO 12

2001 IN REVIEW—

How did we do?



Flightfax

ARMY AVIATION
RISK-MANAGEMENT
INFORMATION

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From all of us
here at the
US Army Safety
Center, we wish
you a truly happy
and safe holiday
season.

POV FATALITIES through 31 October

FY01

9

FY00

7

3-yr Avg

10

CONTENTS

DASAF's corner	3-4
Let us hear from you.....	4
Aviation safety performance review	5-6
Overview of CP-12 training	7
Sergeant Major of the Army sends	8-9
2001 Flightfax index	10-12
Safety Center points of contact.....	12
NOMEX and polypro don't mix	13
News and Notes	14
Mishaps-	15

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James E. Simmons
Brigadier General, US Army
Commanding



DASAF's CORNER

from the Director of Army Safety



Collective Training and Safety

One of the great things about being here at the U.S. Army Safety Center is that it affords me the opportunity to interact with some of the most experienced aviators, senior enlisted, and civilian personnel that the aviation branch has to offer. The collective experience level, both in and out of the cockpit, of this assembled group of professionals would make the Wright Brothers proud.

Often the coffeepot discussions turn to *"How can leaders in the field integrate safety and predictability into their training when the OPTEMPO continues to rise and resources in terms of dollars, parts, and people continue to decline?"* This is a task that many of you face every day.

I would like to share with you a technique

I have used both as a battalion and brigade commander. I have found it to be a useful tool in establishing a long-range training plan that not only provides predictability down to the platoon level, but it also puts the high-water mark on the wall for aviation maintenance and it affords for a robust Readiness Level (RL) training program.

Keep in mind that this model is simply a graphic example of how a squadron/battalion might formulate its collective training in order to provide predictability and ensure execution of a rigorous flying hour program. The model is not intended as a "be all to end all." It can, however, provide a framework around which

Collective Training Model					
TROOP	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
ALPHA TROOP	Troop Battledrill 6x Acft @ 4 Hrs/Acft (24 hrs flown)	RL Progression 2x Acft @ 4 Hrs/Acft (8 hrs flown)	PLT Battledrill 4x Acft @ 4 Hrs/Acft (16 hrs flown)	Sergeant's Time OPD/NCOPD All	Aircraft Maintenance Center
BRAVO TROOP	PLT Battledrill 4x Acft @ 4 hrs/acft (16 hrs flown)	Troop Battledrill 6x Acft @ 4 Hrs/Acft (24 hrs flown)	RL Progression 2x Acft @ 4 Hrs/Acft (8 hrs flown)	Sergeant's Time OPD/NCOPD All	Aircraft Maintenance Center
CHARLIE TROOP	RL Progression 2x Acft @ 4 Hrs/Acft (8 hrs flown)	PLT Battledrill 4x Acft @ 4 Hrs/Acft (16 hrs flown)	Troop Battledrill 6x Acft @ 4 Hrs/Acft (24 hrs flown)	Sergeant's Time OPD/NCOPD All	Aircraft Maintenance Center
TOTALS	48 Hours Flown	48 Hours Flown	48 Hours Flown		
* The formula above is used for 3 consecutive weeks of training which equates to 144 hours flown / troop / month = 432 hours flown. * On the fourth week of each month, the squadron executes a squadron battledrill to tie in the collective training already conducted in order to train on squadron METL tasks using the formula below. Total hours flown in the squadron: 432 + 80 = 512 hours					
UNIT	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
SQUADRON	Issue Operations Order	Mission planning Sqdn prep	Squadron battledrill 20x acft @ 4 hrs/acft (80 hours flown)	Sergeant's time OPD/NCOPD All	Aircraft Maintenance

realistic METL-based training can be conducted. Understanding that this model represents a perfect world with no training distracters, it still has application for general support, assault, cavalry, or theater aviation assets. Unfortunately, last-minute taskings that disrupt, delay, or delete scheduled training will occur. Aviation units that are either forward deployed or a one-of-a-kind unit may be the “only show in town,” making them in high demand for short-notice taskings, which makes predictability that much harder to attain.

In the model, programmed training would slip to the right when unscheduled missions interfere with scheduled training. Readiness is not just our Operational Readiness (OR) rates; it is also a reflection of our ability to balance individual, leader/staff, and collective training against our aircraft operational readiness rate. Predictability provides the flexibility to achieve this balance. There will always be tension between RL progression, collective training, and flying hour production. But predictability allows every leader in the organization to have a common vision on how to manage this tension instead of it managing them. Safety in a unit is directly impacted by how effectively that unit manages change and operates with a common purpose. In both these areas, predictability contributes to our ability to integrate safety into everything we do.

It is not enough to be able to recognize a safety issue; we must also understand and be able to implement risk reduction/mitigation measures to reduce the likelihood of an accident. Predictability inherently provides an environment where soldiers and leaders can plan and invest the time necessary to truly implement real risk mitigation controls and ensure everyone in the organization is involved. While change is inevitable, the true mark of solid training and safety programs is how well a unit can react and avoid being overcome by events in training and on the battlefield.

September 11th only further solidified that we live in a time of uncertain global stability, finite resources, and transforming military mission statements. We owe it to our nation, our Army, and our soldiers to do everything possible to increase readiness and reduce inherent risks. Our soldiers are our most precious resource, and we can ill-afford to let even one of them be injured or killed in a preventable accident. Predictability and safety need to be woven into unit culture to prevent daily distracters from having a detrimental impact on unit readiness and METL execution or derailing battle-focused training.

Fly Safe!

BG James E. Simmons,
Director of Army Safety



Let us hear from you

Flightfax needs your input. Our goal is to bring you—the Army team, from the newest recruit to the Secretary of the Army—current information regarding potential safety issues.

The schedule inserted represents our annual strategic plan of where we think our publication should go in the coming months. . .but, we need your input. We want your stories, your experiences, and your insights. You are the ones that see systems for what they are. . .good and bad. We are all safety officers and if you have a better idea for doing business more safely and productively, we want to hear it.

Flightfax is your publication, so why not have a voice? Don't worry about your ability to write, our staff of professionals can polish up any rough edges. If we use your story, not only will you get the credit, but we will also send you a certificate and specially minted Safety Center coin on behalf of BG James E. Simmons, CG, U.S. Army Safety Center. Send your articles to: flightfax@safetycenter.army.mil. (Articles must be received at least 60-days in advance to allow for layout and photography.)

—LTC Scott G. Ciluffo, Publishing Supervisor, DSN 558-2461 (334-255-2461), ciluffos@safetycenter.army.mil

Aviation Safety Performance Review



Overall in FY01, Army aviation experienced a seven percent increase in Class A-C accidents over FY00. The change was primarily due to an upsurge in Class A and B accidents. The number of Class B accidents more than doubled from FY00. Class A accidents jumped similarly, from 6 in FY00 to 13 in FY01, and fatalities nearly tripled, from 4 to 11. Fatalities were greater than usual, in part, because three of our Class A accidents resulted in multiple fatalities.

Airframes

Nearly one third (31%) of the FY01 aviation accidents occurred in Observation Helicopters (OH-58A/C/ DI/DR), but primarily in the DI and DR models. Six of the 13 Class A aviation accidents occurred in the OH-58—which accounts for a significant 46%. Fortunately, none of these accidents resulted in fatalities this year. Interestingly, the numbers for the entire “OH” series are nearly identical to the figures for FY00. However, as reported by the Director of Army Safety in the November issue of Flightfax, the OH-58DI by itself has experienced a sizeable jump in accidents since FY00.

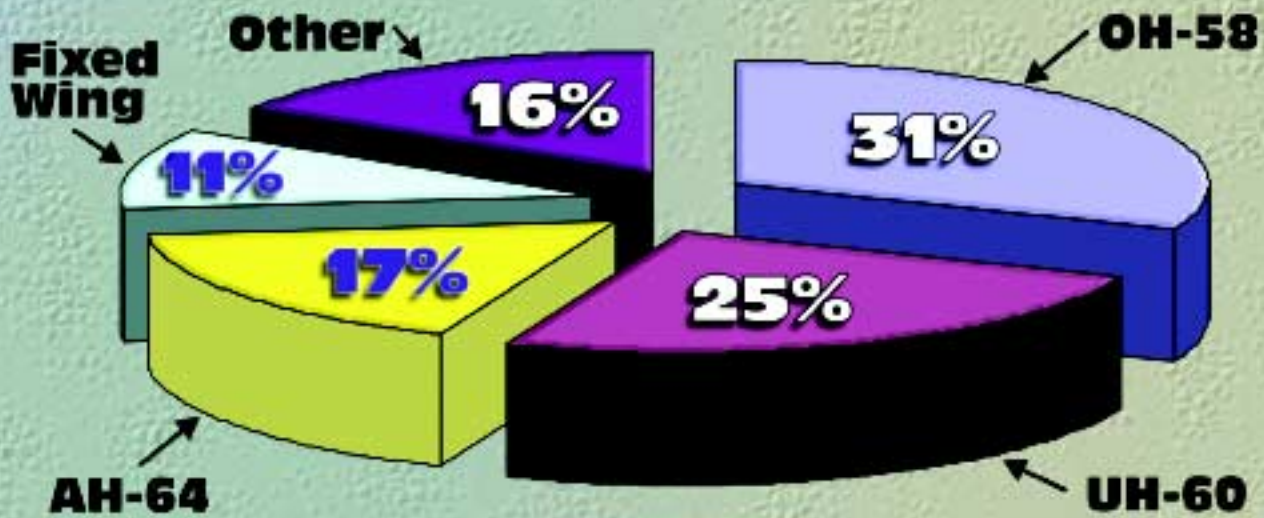
Utility Helicopters (UH-60A/L and UH-1H) accounted for 25% of the total aviation accidents. There were two Class A

mishaps, which produced six fatalities. Although the number of Class As, (as well as the number of Class A-Cs), has not changed essentially since last year, the number of fatalities rose substantially, from two to six.

Attack Helicopters (AH-1F, AH-6J, and AH-64A/D) were involved in 19 Class A-C accidents this year. Fortunately only two of these were Class As with no associated fatalities, compared to the same number of accidents in FY00 that left two pilots dead. Overall, attack aircraft accounted for only 17% of the total aviation accidents.

Finally, the Fixed Wing community experienced the largest increase in Class A fatalities from FY00 to FY01, with the loss of five Army and 18 USAF Air National Guardsmen in the crash of a C-23, and two active Army pilots in an RC-12K mishap. This is in stark comparison to their zero Class As and zero fatalities during FY00. There was also a considerable increase in fixed-wing accidents—from 5 in FY00 to 12 in FY01, a 58% increase. However, fixed-wing mishaps made up a fairly small proportion of the total aviation numbers, 11% of all classes, and only 15% of Class As.

FY01 Class A-C Aviation Accidents




Cause Factors

The central cause factor in Army accidents is generally underreported, and FY01 reports were no exception: only 43% of reports included the following information. For those reports, human error was by far the strongest contributor to accidents in each class. Specifically, 85% of Class As, 60% of Class Bs, and 58% of Class Cs were attributed to human error. Material failure was reported as a cause in only 30% of Class Bs and 32% of Class Cs. Material failure was not cited as a contributing factor in any of this year's Class A mishaps. Finally, environmental factors, as usual, were rare—and reportedly caused only one Class A, one Class B, and three Class C accidents.

Conclusion

Overall, observation aircraft account for the largest percentage, almost one third, of aviation Class A-C accidents for FY01. Utility aircraft were a close second with 25%, attack aircraft 17%, and fixed-wing aircraft 11%. The remaining 16% of aviation accidents are attributable to other airframes, such as CH-47 and MH-6J. If only Class A accidents are considered, the number of accidents is spread evenly over the utility, attack, and fixed-wing fleets, and seriously over-represented in the

observation aircraft. Fatalities, however, paint a much different picture. Utility and fixed-wing aircraft experienced the largest increase in lost lives, while attack aircraft showed a decrease, and observation aircraft stayed at zero. These figures are principally the same as those for FY00, with the exception of the increase in loss of life mentioned above. However, the upswing in OH-58DI accidents, which has been discussed earlier in this publication, continues to be thoroughly reviewed and investigated by the Army Safety Center Action Team.

When accident causes are examined, a major issue in aviation safety remains human error. Although training and leadership can often bear some of the responsibility, it is generally the case that soldier indiscipline, inattention, or the willful neglect of published rules or safeguards is cited as a contributing factor. In fact, indiscipline accounts for almost 28% of all aviation Class A-C accidents. Nearly all aviation mishaps by their sheer nature result in costly repair or destruction, but they are all the more tragic when they happen for some entirely avoidable reason, such as carelessness, overconfidence, or haste . . . don't become the next statistic in FY02. 

—Operations Research and Analysis Division, U.S. Army Safety Center, Ft Rucker, Alabama

Overview of Career Program 12 (CP-12) Safety and Occupational Health training

The safety and occupational health profession is at a critical point in its existence. Due to changing regulations and technology, many facilities are challenged just to keep up to standard on a daily basis. Leadership is in need of competent safety professionals with a comprehensive plan to support Army readiness, while staying in compliance with safety and occupational health statutes. The Career Program 12, Safety and Occupational Health Course recognized the need and formulated a training program to equip safety professionals.

The CP-12 vision is to meet the Army's Force Protection requirements, enhance mission accomplishment, and comply with statutory requirements by acquiring, training, developing, referring, and sustaining highly qualified Army safety and occupational health professionals. This vision is being realized by the career program's multi-dimensional training plan.

The CP-12 training program is tailored for Safety and Occupational Health interns, but it is also designed to meet the requirements of safety professionals and military members who need safety training. The course schedule is posted on the Safety Center website under the CP-12 hyperlink. Also on the website is a course catalog that contains course descriptions of all classes offered. To enroll, both civilians and military members should call DSN 558-3943 or commercial (334) 255-3943 or email Ms. Jenell Fuller (**FullerJ@safetycenter.army.mil**) to

request a slot in a desired class. An original Department of Defense Form 1556 must be brought to class to obtain required signatures. Successful completion of all course requirements will entitle students to request college credit for most individual classes through the American Council on Education.

A partnership between Texas A&M-Commerce, Texas Engineering Extension Service, the OSHA Education Center, and the United States Army Safety Center provides an even greater opportunity for Safety and Occupational Health interns and safety professionals. By combining United States Army professional development courses and

By combining United States Army professional development courses and academic courses from the Texas A&M University System, interns are afforded the chance to earn a master's degree during their internship

academic courses from the Texas A&M University System, interns are afforded the chance to earn a master's degree during their internship. A Master of Science in Industrial Technology Engineering and Safety Management can be earned through this innovative program of education and instruction in the area of safety management.

Career Program 12 provides safety professionals with combined intellectual knowledge and understanding of safety issues, advanced working skills, and credentials leading to rewarding professional opportunities in the United States Army. For further information, please visit the Safety Center website, or call Dr. Brenda Miller, Chief of Training and Education and Career Program Manager at DSN 558-3553 or (334) 255-3553.

— Krystal Hancock CP-12 Intern, USASC 



Sergeant Major of the Army sends...

Subject: SMA Thoughts-n-Concerns

These are busy days for all of us, but I recently sat through a briefing that made me pause and do some thinking. The briefing was on safety, and I'm again asking for your help.

If I can, I'd like to share with you what kept going through my mind as the briefer talked us through the slides, shared stories and statistics. During FY01, we learned 169 Soldiers died from accidents.

In my mind, I could see a company formation—a big, 169-person company. I imagined each of those Soldiers dead, I tried to envision that same number of funerals and headstones . . . and I wondered how many friends, spouses, children, parents and loved ones that big of a formation represented.

I was left saddened and determined . . . as in determined to put the word out and make a difference.

Some of our Soldiers may regard safety as an issue mainly impacting the TO&E Army. They say to themselves, “my unit doesn't have motor pools, we don't go to NTC and we don't deploy.”

However, in reality everyone who works with Soldiers and civilians faces safety related issues. Our Soldiers and civilians face possible injury every day, performing tasks that are required for them to successfully perform their

respective real world missions. We must remain vigilant in combating the enemy of safety - complacency in enforcement of standards.

Safety, in short, is not just an issue for the go-to-war Army. It's a soldier issue, a civilian issue, and it's an Active Army as well as a Reserve Component issue.

In the case of many safety related deaths, it was painfully obvious the cause was preventable, and that the person in the position most able to have prevented it was the dead soldier's first-line supervisor . . . A sergeant.

In more cases than I care to recall, something as simple as a seatbelt, a helmet, a ground guide or \$20 worth of flashlights and road guard vests could have saved lives and prevented injuries. In other cases, adequate risk assessments, safety briefings, spot checks and closer involvement from an experienced leader would have likely been enough.

Anyone doubting this or wanting more specifics, the answer may lie no further than your dayroom's coffee table or your safety officer's in-box.

Each month, the Army Safety Center puts out its *Flightfax* and *Countermeasure* magazines, and they never fail to contain eye-opening examples of how poor discipline, poor planning,

poor preparation and poor leadership all contribute to far too many deaths. The center also runs an excellent Internet site at <http://safety.army.mil>.

I'd like for each of us to do all we can to ensure safety gets the visibility it deserves in our training, in our planning, and in the execution of everything we do.

In the past seven-or-so weeks, I've sat in a number of church pews near flag-draped coffins that contained the remains of Soldiers and civilians killed in the 11 Sept. attack on the Pentagon.

Sitting at the service and the graveside remembrances, I've felt the pain of these families and looked into the eyes of parents, spouses and children as they were handed the flag from their Soldiers' coffin.

It will take all of us—from private to sergeant major and lieutenant to general—to make a difference. The upcoming holiday season would be a good time to point out that safety impacts more than just what we do on ranges, in our motor pools and training areas.

Alcohol, speed, carelessness, snow-covered roads, fatigue, and other factors combine each year to claim far too many lives. Our behavior, and how we conduct ourselves in adverse conditions, are the factors that we can favorably impact with proper emphasis going into the holidays.

In addition to safety we should also add suicide prevention to our list of avoidable occurrences.

During the briefing I spoke of a moment ago, I was shocked to learn that a platoon of Soldiers—40 to be precise—had their deaths categorized as either suicides or suspected suicides so far in 2001. Perhaps not all of these could have been prevented, but I'm left wondering if a concerned word, a timely counseling, or simply a kind gesture could have been enough to make a difference to some of these Soldiers.

I'm no doubt preaching to the choir and a great many of you are in units where safety is priority one. But, even a single suicide or

accidental death is one too many.

September the 11th was a hard day for us all, but it was prevented from being more tragic by the selfless acts of valor displayed by our fellow Soldiers and civilians. Late in October, Army Secretary White, Vice Chief of Staff Gen. Keane and I saluted our heroes by presenting them with the Soldiers Medal, the Defense of Freedom Medal, and other medals for their courageous actions at the Pentagon.

These brave men and women ignored danger, uncertainty, and pain, to come to the aid of their fallen comrades, just as Americans have performed on battlefields for more than 226 years. We should be proud of each of them.


On Oct. 9th, I was proud of the NCO Corps for a different reason. During a funeral for a soldier who died in the Sept. 11 attack on the Pentagon, I witnessed an act that—at least to me—epitomized our role in enforcing standards.

During the graveside portion of the funeral, Old Guard 1st Sgt. Robert Watson was set to receive the freshly folded American flag from the casket when he noticed a flaw. Few people watching would have noticed the flaw, and 1st Sgt. Watson might've been able to cover it with his hand.

But, while the family waited and before a number of VIPs—including the Army Chief of Staff—the first sergeant signaled for the flag to be refolded, a process that took several minutes.

I was deeply impressed by 1st Sgt. Watson's willingness to enforce standards, no matter how small the infraction, or who was watching.

I'd like us to let 1st Sgt. Watson be our example as we strive to never overlook a safety violation, or walk past an opportunity to use our positions and experience, to ratchet up on safety and develop procedures to identify and assist those that are in despair.

Together, we can take this on and make a difference simply by beginning to ask ourselves “when can I talk about safety,” as opposed to “when must I talk about safety.” 

—Tilley, Jack L SMA [mailto:Jack.Tilley@hqda.army.mil]

Adapted from Sergeant Major of the Army's thoughts and concerns, 2 Nov 01

2001 Flightfax Index

ACCIDENTS

Fixed Wing accidents: then and now – Jan
Fixed wing evaluation trends from DES – Feb
Over water incident could have been worse – Jun
How we got into the over water business – Jun
Accident scene preservation – Jun
Flying in bad weather is high risk – Sep
Accident classification change – Sep
Hope is never a course of action - Oct

AIRCREW

COORDINATION

Crew coordination: just do it – July
ACT revisited – July
Researching Mars and Venus – July
A simple failure to communicate – July
UH-60 Emergency procedure training – May
Do your crew chiefs know?
Crew Coordination: Just do it – Jul

AIRCRAFT WASHING

Bee solution - Aug

AIRWORTHINESS

RELEASES

Carry-on electronic devices require AWRs - Oct

ALSE

AN/PRC-112 Survival radio upgrade - Jun
ALSE over water issues – Jun
Response from the PM – Jun
ALSE message update – Sep
AN-PRC radio card – Sep

ASO

Safety professionals make a difference - Mar
ASO List server 2000 – Jan
ASO course: Training for life – Jun
Unresolved issues (PQDR) – Jun

AWARDS

Broken Wing – Apr
Broken Wing – Sep
Safety Guardian – Apr
Quad A 2000 – Apr

BEHAVIOR

Not a time to be excessively polite - Jul
Researching Mars and Venus in the Cockpit – Jul
A simple failure to communicate – Jul

BROKEN WING AWARDS

CW2 Aaron Fisher – Sep
CW2 Christopher Rowley – Sep
CW3 Allen Raye – Apr
CW3 Peter Schuessler – Apr
CW2 Robert Ladd
CW3 Kelvin Holt

BROWNOUT

Beware of Brownout (back cover) – Aug

CARGO HELICOPTERS

Chinook word of caution – Oct
Cell phones are FOD, too – Oct

CLOTHING

Starching Aviation BDUs- NOT! – Feb
Desert Boots not permitted – Nov

COLD WEATHER

Tailplane icing – Aug

CONFERENCES AND MEETINGS

Logistics conference – Jan
2001 Aviation Life Support Equipment conference – July

AAAA annual convention – Feb

DASAF CORNER

A final note on change – Aug
Leaders out front save lives – Sep
Know the limits of your aircraft – Oct
Readiness and safety are inseparable – Nov
Collective Training – Dec

FIXED WING AIRCRAFT

Tailplane icing – Aug
Flying in Bad weather is high risk – Sep
Tailplane icing video – Sep
Fixed wing accidents then and now – Jan
How fixed wing warrant officers are selected – Feb
FW maintenance procedures – Feb
Fixed wing manual updates – Feb
The UC-35 and Army aviation – Feb
Obstacle avoidance during FW operations – Feb

FLIGHT DATA RECORDERS

Not just for accident investigation – Sep
Just because it's installed doesn't mean it works – Feb

FLIGHTFAX

We need your lessons learned – Jan
Extra read all about it – Aug
Coming next month – July
How to get Flightfax – Jan
2001 Index – Dec
Flightfax 2002 – Dec

FOREIGN OBJECT DAMAGE

Cell phones are FOD, too – Oct

HAZARDS

Did you see that tower? – Jan

Obstacle avoidance during fixed wing operations – Feb

HELMETS

Scratching your head for a proper fitting helmet? – Aug
Yellow visors – more harm than good – Mar

LASERS

Lasers and aviation – Jul
Laser protection – Sep
Laser related injuries – Oct

MEDICAL

Scratching your head for a proper fitting helmet? – Aug
Didn't USAARL research that? – Mar
Laser eye surgery – can I have it? – Nov

MESSAGES

ALSE message recap – Sep
Accident reporting and records message update – Jan
President's message – Mar
How's your harness? – Apr
Speaking of harnesses – Apr

MISCELLANEOUS

Aviation circuit breakers – Aug
Airport data for hand-held computers – Aug
Computer assisted disasters – Sep
Unresolved issues (PQDR) – Jun
Accident scene preservation – Jun
More or less on radar – Nov
A fuel cell is a confined space – Nov
What defines a confined space? – Nov
No cold storage for batteries – Nov

NCO CORNER

Fixed wing maintenance procedures – Feb
Incorrectly installed droop stop alert – Mar
Non-rated crewmembers – May
AN/PRC-112 Survival radio upgrade process – Jun
New aviation tool sets (NATS) – July

ALSE message recap – Sep
Chinook word of caution – Oct
Maintenance reminder – Oct
PM-ACIS computer based training – Nov
SMA Tilley sends... – Dec

OBSERVATION

HELICOPTERS

How we got into the over water business – Jun
OH-58D Safety Alert Notification – Nov
Kiowa Warrior Action Team – Nov
You and the National Airspace System – Nov

OFF-DUTY

Flu season – Jan
Prevent carbon monoxide poisons – Feb

POSTERS

Is it installed correctly? – Oct
Protect yourself and your unborn child – Oct
Soldier crew tent – Dec
Flightfax 2002 – Dec

POWER MANAGEMENT

Know the limits of your aircraft – Oct

PRIVATELY OWNED VEHICLES

Get the new driver's dozen video – Apr
Is it installed correctly? (poster) – Oct
Protect your unborn child (poster) – Oct
POV accidents still number one killer – Oct

PUBLICATIONS

Extra, read all about it – Aug
How to get Flightfax – Jan
Flightfax 2002 – Dec

RADAR

More or less on radar – Nov
Pilot weather reporting – Nov

RISK MANAGEMENT

Step I -Have we forgotten what RIGHT looks like? – Feb
Step II – Truth or Consequences - Apr
Step III – Looking beyond identifying and assessing hazards – May
Risk Management Integration: key to success – Jun
Step IV – Communication is Key – August
Step V – Sep

SAFETY ALERT

NOTIFICATIONS

Soldier crew tent – Apr
UH-60 main rotor blade expandable pin – July
OH-58D Alert – Nov

SAFETY CENTER

CONTACTS

New system safety managers – Mar
Points of contact for ASO course – Oct

SCOUT/OBSERVATION

HELICOPTERS

Safety Alert notification – Nov
Kiowa Warrior Action Team – Nov

SHIPBOARD OPERATIONS

Shipboard landings are a wild ride – Mar
So you've got an overwater mission? – Jun

SPATIAL

DISORIENTATION

HUD/ODA survey – Apr
Spatial disorientation scenarios – May

TOOLS

New aviation tool sets (NATS) – July

TRAINING

Training support packets – May

ASO Training for life - Jun

ASOC update – It's not your father's ASO course – Oct

ASO refresher – Nov

UTILITY HELICOPTERS

UH-60 Power management and performance planning – May
ECU/DECU Lockout procedures – May
Message from the UH-60 branch of DES – May
Emergency procedure training : a new philosophy – May
Brownout conditions – Aug
Hope is never a course of action – Oct
What do you mean, they went

inadvertent IMC? – Apr
UH-60 main rotor blade expandable pin – July

VALUES

A flyers' code of conduct – Apr

VIDEOS

Tailplane icing video - Sep
Driver's dozen – Apr

WEATHER

Flying in bad weather is high risk – Sep
Thunderstorms – stages and types – Aug

Flying in thunderstorms – do's and don'ts – Aug
Why were we there? – Aug
Avoiding ice fright – Jan
Final exam on icing – Jan
The hurricane that cried Wolf – Aug
Tailplane icing – Aug
What do you mean, they went Inadvertent IMC? – April
Pilot weather reporting: a lost art? – Nov



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NOMEX AND POLYPRO DON'T Mix

Mixing the Nomex™ and the combat vehicle crewman (CVC) uniform with synthetic underwear, such as the issue-type polypropylene, is an invitation for pain! Nomex™ will withstand temperatures up to 700 degrees, whereas synthetic materials can melt at about 300 degrees. It is possible for Nomex™ to transfer enough heat to melt the polypro against your skin! Doesn't sound like a very comfortable way to survive a fire to me.

Okay, if I can't wear my polypro, what can I do? First, your only choice is to wear the aramid or 100 percent cotton underwear. Below is a table of national stock numbers for both types. Tell your supply folks to use an advice code of 2b. This code will ensure that you don't get a substitute made of synthetic materials.

Secondly, there are some "CVC look-alike" gloves available at clothing sales and other stores. These gloves are black in color; however, based on a recent test, they are not fire-resistant. Check your NSNs to make sure you have the proper glove.

Lastly, keep your CVC uniform clean. Oil, grease, or household starch will cause the fabric to burn. Cleaning the CVC uniform to remove these contaminants will restore its fire-retardant properties.

Don't be the aviator who survives a fire only to find yourself with melted polypro stuck to your skin, and third degree burns on your hands because of gloves that were not made from Nomex™. Worn properly, the CVC uniform will protect you from burns, should the unexpected happen. 

—POCs: MSG Michael H. Barksdale, Mechanized Infantry System Manager, Ground Systems and Accident Investigation Division, DSN 558-2959 (334-255-2959), barksdam@safetycenter.army.mil and Mr. Larry Hasty, Directorate of Force Development, Fort Knox, KY, DSN 464-3662

Drawers, 100% cotton, cold weather

8415-01-051-1175	X-Small
8415-00-782-3226	Small
8415-00-782-3227	Medium
8415-00-782-3228	Large
8415-00-782-3229	X-Large

Undershirt, 100% cotton, cold weather

8415-01-051-1174	X-Small
8415-00-270-2012	Small
8415-00-270-2013	Medium
8415-00-270-2014	Large
8415-00-270-2015	X-Large

Undershirt, Flyers, Man, Aramid

8415-00-485-6547	Small
8415-00-485-6548	Medium
8415-00-485-6680	Large
8415-00-485-6681	X-Large
8415-01-043-8375	X-Small

Drawers, Flyers, Aramid

8415-00-467-4075	Small
8415-00-467-4076	Medium
8415-00-467-4078	Large
8415-00-467-4100	X-Large
8415-01-043-4036	X-Small

Gloves, Combat Vehicle Crewman


8415-01-074-9428	Size 5
8415-01-074-9429	Size 6
8415-01-074-9430	Size 7
8415-01-074-9431	Size 8
8415-01-074-9432	Size 9
8415-01-074-9433	Size 10
8415-01-074-9434	Size 11

Wildfire avoidance

Wildfire Flight Restriction Maps On The Web. It's that time of year again—time for thousands of brave men and women to risk their lives fighting wildfires around the country. A lot of this work involves high levels of flight activity as specially equipped aircraft drop retardant chemicals and water on fires. It also involves temporary flight



restrictions (TFRs) that can pop up pretty much any place. Often, real-time information on where TFRs are can be difficult to find. However, a new Web site established by the U.S. Forest Service's Bureau of Land Management aims to take much of the guesswork out of your pre-flight chores. The site is focused on the Pacific

Northwest, but also has links to similar information maintained on TFRs for the rest of the U.S. Plus, a NASA drone may take some of the guesswork out of the firefight by beaming real-time images to crews on the ground. NASA has deployed the Altus II unmanned aircraft in its wildfire observation configuration. The platform employs military-type surveillance technology to collect and transfer imagery to computers, via satellite, and can loiter over a site for up to 24 hours at a time. The Altus II is a high altitude version of the USAF's RQ-1B "Predator" aircraft. 

Electronic test set

There is an Electronic Test Set available for testing and troubleshooting the SPH-4B, HGU-56/P Flight Helmet and Headsets. You plug your Flight Helmet into the Test Set, then check the Ohm acceptance range for the Microphone, then the Earphones. I have used this Test Set for several years and it has been a valuable tool troubleshooting the commo parts. Every 120 Day Inspection my Flight Helmets & Headsets are checked with this Test Set and I have found lots of parts on the edge of failing. Better to

replace it in the shop than have an expensive mission abort due to a Helmet Comm Failure.

Specifications:

Test Set, Electronic Systems

NSN: 6625-01-251-8705

Cost: \$289.62

AAC: D

SOS: S9E 


Doug Penovich, AASF #3 Peoria, IL

Send us your FOD

Got a FOD story? No, we really don't want the foreign objects—just the stories, please. Send your favorite (or most un-favorite) FOD story to **flightfax@safetycenter.army.mil**

No Rides for Santa

A unit recently asked about using Army aviation assets for Santa to make an appearance at a military installation. Sorry, it's against regulations. According to AR 360-1, units may "not use Army aviation assets to transport persons costumed as Santa Claus, Easter bunnies, witches or any other holiday related character, whether the person is military or civilian, on or off a military installation."

So if your unit gets a request to fly Santa, or to provide a paratrooper to be Santa and make a grand entrance to the local tree-lighting ceremony, you will have to decline. 

—LTC Cindy Henry, USASC Command JAG, DSN 558-2924 (334) 255-2924, henryc@safetycenter.army.mil

ACCIDENT BRIEFS

Information based on preliminary reports of aircraft accidents



Class A **A model**

■ While conducting deep attack training, at NOE altitude using night vision systems, aircraft impacted trees and crashed. Extensive damage to aircraft, one fatality and one crewmember injured.

Class B **A model**

■ During Nap of the Earth (NOE) flight, aircraft contacted trees. Damage to aircraft's main rotor.

Class C **D model**

■ Instructor pilot (IP) detected burning odor and heard grinding noise from transmission area while aircraft was taxiing. Aviation power unit (APU) fire light illuminated during shutdown. IP pulled fire handle, crew egressed aircraft without incident. Postflight inspection revealed damage to APU, APU clutch, and No. 7 driveshaft.

■ During gunnery, aircraft experienced No. 2 engine failure while at a stationary out of ground effect (OGE) hover. Alternator failure suspected.

Class D **A model**

■ During cruise flight at 1500 feet MSL, a black smear appeared down the center third of the pilots night vision system of both the VDU and HDU displays. The IP terminated the night vision system training flight and returned to home base

airport. Postflight inspection revealed that the PNVIS shroud had been damaged. There was evidence (feathers and bird remains) of a bird strike.



Class C **D model**

■ Aft pylon access panels (clamshell doors) separated from aircraft during tactical slingload training. Crew was unable to locate doors. Doors replaced.

Class E **D model**

■ While lifting a Field Logistical Ambulance (FLA) during external load training, the vehicle rolled over on its side. After hooking the load and picking it up to "slings tight", the crewmember (CE) hooking the load determined that the aircraft was drifting right and released the load. After release, the FLA continued its sideward momentum and rolled over. No damage occurred to the aircraft. The FLA was not damaged other than a small hole/dent. Repairs totaled less than \$25.



Class B **D-R model**

■ During an extended period of hovering flight, aircraft drifted and tail rotor struck a large rock. The aircraft sustained extensive damage after landing in a ravine.

Class C **A model**

■ Aircraft experienced

windshear turbulence and subsequent engine/rotor overspeed (113% for 3 seconds) during a reported 3000 feet per minute vertical climb. Pilot executed corrective action and landed aircraft without further incident.

C model

■ Aircraft turbine outlet temperature (TOT) spiked to 850 degrees Celsius during engine start-up. Temperature peaked at 1000 degrees Celsius during engine shutdown. Aircraft was shut down without further incident.

■ While at a hover, following hot refuel, aircraft experienced a loud report, uncommanded yaw, and rapid descent. Hard landing resulted with damage to landing gear.

D-R model

Aircraft experienced NP overspeed of 120% for 2-seconds during FADEC manual throttle operations training. Maintenance to replace engine.

Class E **D-I model**

■ During low-level flight, TGT "High Temp" caution message appeared. When crew lowered collective, bringing TGT into normal range, and reapplied collective, message disappeared. A few seconds later TGT "High Temp" Time Limit appeared and TGT vertical scale went to full deflection. Engine monitor page TGT run showed 1095 for 14 seconds. Crew made a precautionary landing. Maintenance recovery team replaced left MCPU and aircraft was released for flight.



Class E **A model**

While conducting an Instrument Flight Rule (IFR) cross-country flight, aircraft's No. 1 FM radio started smoking. The radio quit smoking as soon as it was turned off. The aircraft was landed and shut down without further incident.



Class C **B model**

■ Aircraft crew was executing a landing after performing an emergency landing gear extension procedure. After roll-out, the crew turned the aircraft around on the runway and began to back-taxi and restore the aircraft landing gear system to normal function. When the D3 circuit breaker was pushed in, the nose landing gear position light extinguished and the "gear unsafe" horn sounded. The aircraft nose gear collapsed and crew performed emergency shutdown. The nose of the aircraft contacted the runway, causing damage to the underside of the aircraft.

The failure was caused by a spike in hydraulic pressure in the nose wheel actuator system. A restrictor valve was not installed in the C2 port on the nose gear as required by Service Bulletin 7-32-74 or Service Bulletin 7-32-80.

I Chose To Look The Other Way

**I could have saved a life that day,
But I chose to look the other way.
It wasn't that I didn't care,
I had the time, and I was there.**

**But I didn't want to seem a fool,
Or argue over a safety rule.
I knew he'd done the job before,
If I called it wrong, he might get sore.**

**The chances didn't seem that bad,
I've done the same, he knew I had.
So I shook my head and walked on by,
He knew the risks as well as I.**

**He took a chance, I closed an eye,
And with that act I let him die.
I could have saved a life that day,
But I chose to look the other way.**

**Now every time I see his wife,
I'll know I should have saved his life.
That guilt is something I must bear,
But it isn't something you need to share.**

**If you see a risk that others take,
That puts their health or life at stake,
The question asked, or the thing you say,
Could help them live another day.**

**If you see a risk and walk away,
Then hope you never have to say,
I could have saved a life that day,
But I chose to look the other way.**

—Courtesy of Don Merrell, J.R. Simplot Company,
Don Plant Training Center: dmerrell@Simplot.com